



SERVING THE SACRAMENTO COUNTY SHERIFF SINCE 1941

Sacramento County Sheriff's Air Squadron Newsletter

THIS MONTH'S MEETING

March madness:

Golf sponsorship and Mather Airshow

March was a busy month for our Squadron with two exhibit booth dates.

First, we exhibited at the Sacramento Sheriff's Foundation Golf Tournament at Del Paso Country Club – on St. Patrick's Day. And later in the month the Squadron booth was set up at the two-day California Capital Airshow at Mather Airport featuring the Navy Blue Angels.

Kevin Phillips and Ron Lamb staffed our golf booth. **While Andrew Bates, Matt Armenta, Hunter Jefferson, and Dale Terry** were hosting the Mather event. **Shawn Britton and Lisa Keenly** made the rounds at the airshow promoting the Squadron's scholarship program.

Rain was a factor at the golf tournament with a massive downpour eventually causing the event to close early. At the Mather show, over 125,000 people attended with many dropping by the Squadron booth.

Matt Armenta met with many guests.



Ron and Kevin wore the green of St. Patrick's Day with a Squadron logo leprechaun hat.



Castle Air Museum

Fly-in / Drive-in

Atwater, CA

April 16th

Our tour of Castle Air Museum begins at 10:00 am. Squadron members can fly to Castle Airport and be shuttled over to the museum, or ride in a van from the Squadron headquarters Hut at KSAC, or drive to the museum on your own.

The museum has a vast collection of over 90 military aircraft from WWII through current. We will access several open cockpits and visit the indoor museum displays.

Lunch will be provided.



Commander's Column: Hidden talents



relates to children. He has a warmth that kids find easy to talk with.

We shared our booth with Flights to Freedom and both **Ken Lux** and **Steve Throne** fielded questions for F2F and the Air Squadron.

A real surprise was a visit by **Clay Lacy** to our Airshow booth. Lacy was introduced to the crowd upon landing in his Learjet and found time to talk with us – his

Most of us feel we know what we are good (and not so good) at. But the truth is we all have hidden talents – the skills we possess that we never knew we had. Or, in some cases that others did not know we had.

Whenever we have events like this month's golf sponsorship or air show involvement, I am amazed at the skill sets we have in our members.

I knew **Matt Armenta** was a good conversationalist, but what I learned at Mather was how well Matt worked at drawing people to our booth. He brought a large blow-up photo of a 2005 Mather airshow which he took when working in a news helicopter – it was a real magnet in attracting people to our booth. Great idea! See page 7 for a copy of Matt's photo.

Hunter Jefferson is easy to talk with, but telling our Squadron story to booth visitors was a bit out of his initial comfort zone. That changed as the show progressed – and by the end of his day he was marketing our group like a real pro.

Andrew Bates meets many age groups in his work with Folsom Police Department. What I have learned in working with him at both the Lincoln Wings & Wheels event and now the Mather airshow is how well he

visit really gave our team a lift after a long day of spending outreach energy. He is a real friend to our group.



Our booth location at Mather was UNBELIEVABLE. We were in the first row of exhibitors with the Blue Angels parked directly in front of us. We could not have asked for a better and prominent location.



Our goal at both golf and airshow events was to tell others that our Squadron exists – that we are active – and that we have a generous scholarship program helping people begin a career in aviation.

Seeing our Squadron name viewed by so many people is sure to pay off with increased community awareness.

And we are discovering those hidden member talents.

Dale Terry, Commander

Safety brief: Taxiway & runway differences



By Hunter
Jefferson,
CFII

With the recent Southwest flight attempting to takeoff of a taxiway in Orlando, Florida and the Flexjet incident at Chicago Midway, let's dive into these ground confusion incidents.

And then let's look for applications to our flying.

On February 25, 2025, Southwest Flight 2504 was cleared to land and while only a few feet above the runway on final approach the pilot executed a go around.

The reason was a Flexjet Challenger was told to taxi onto runway 04L, taxi across runway 31L and hold short of runway 31C. In the NTSB interview, the Flexjet pilots noted runway 31L is very narrow at just 60' wide matching the width of most taxiways. This led the pilots to believe they were crossing a taxiway and that runway 31C in front of them was runway 31L, which they had been cleared to cross. Furthermore, runway 31R is now taxiway H, so there is no longer a runway 31R.



Then, on Thursday March 20, at Orlando International Airport, Southwest Flight 3278 mistook a taxiway for a runway and began their takeoff roll. At about 70 kts, the tower controller noticed the problem and cancelled the takeoff clearance.

The Southwest B737 plane had begun takeoff from taxiway H which was parallel to runway 17R.

Let's examine some major differences between runways and taxiways.

These are just a few common markings seen at most airports.

Runway Markings: Color: White

Centerline: Dashed white lines

Other Markings: Runway numbers, threshold lines, touchdown zone markings

Other Signs: Distance remaining signs



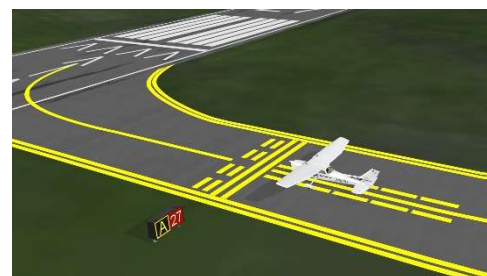
Taxiways Markings:

Color: Yellow

Centerline: Solid yellow with a black outline

Edge Markings: Double solid yellow lines

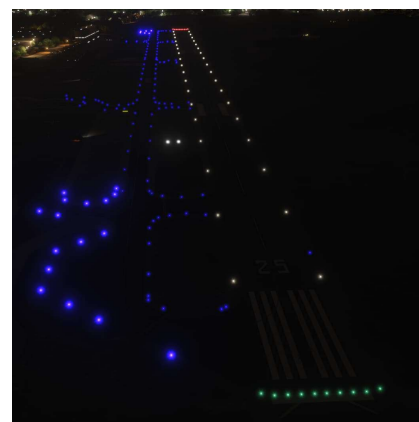
Holding Position Markings: Two solid and two dashed yellow lines across the taxiway, where you must **stop before entering a runway**.



Enhanced Taxiway Centerline: Dashed lines on both sides of the centerlines, used for a maximum of 150' before a runway holding position marking

So, before your next flight, spend a little extra time reviewing markings and signs for your expected route to the FBO or hangar.

If your next flight is at night, review the lights associated with taxiways and runways. Enjoy!



Reserve your place now – April 16th

CASTLE AIR MUSEUM

Join us as we fly or drive to visit a military aviation museum in Atwater, California, near Merced. Our docent led group will peek into the past evolution of aircraft and aviation milestones.

Over 70 restored vintage aircraft are displayed in the largest aviation museum between Southern California and the State of Washington. The museum sits on land adjacent to the former Castle Air Force Base, now Castle Airport.

We will have a chance to tour aircraft, witness open cockpits and visit the indoor aviation museum.

One aircraft open for our visit is the VC-9C Presidential Aircraft which served the administrations of Presidents Ford, Carter, Reagan, George H.W. Bush, Clinton and George W. Bush.

The VC-9 flew both domestic and international missions.



Another open cockpit will be to visit a Fairchild C-123K short-range assault transport used for airlifting troops and cargo to and from small, unprepared airstrips. The aircraft on display was used during the Vietnam War.



After exploring the outdoor aircraft, we will visit the indoor museum viewing war-time memorabilia.

You can fly to Castle Airport and ride to the museum or travel in our shuttle van from the "Hut" at Sacramento Executive Airport. We will enjoy a lunch together while in Atwater.

Sign-up now for this event. See brochure attached to this Newsletter.



CHEF CHEUNG SANG CHIK: FRIEND OF THE SQUADRON

(Ed. Note: Chef Chik has been providing meals for our Squadron for many years from his Aviators Restaurant at Executive Airport.)

I love cooking!

Cheung Sang Chik – known simply as “Chik” to all his friends and acquaintances grew up in Hong Kong. His family settled there following WWII. Looking for opportunities to further his education, Chik moved to London, England when he was 19 years old to finish high school and begin college.

His initial career inclination was to become a chemical engineer, however after completing two years of math studies, calculus and differential equations convinced him that his initial career path needed adjustment.

Chik says that he had a great living arrangement in London, boarding with one of his teachers. But London activities seemed to close up at 5:00 pm each day – and he was looking for more action.

So, at age 25 he moved to Los Angeles and roomed with a friend there. There, he found a new passion – cooking. “I was always cooking,” says Chik, “even when I was younger, living at home.” LA gave him opportunities to begin working in restaurants.

“I did not have enough money to attend culinary school, but I was a quick learner watching good chefs work.”

“I learned that “Chef” isn’t a title given by a degree, it is a learned skill and respect in the kitchen. There are things in a kitchen that you cannot learn anywhere else – situational awareness, how to cook with different kinds of people, how to deal with stress and how to problem solve.”

“I knew I was not going to become rich as a chef, that the hours were going to be long and time with family would be a struggle.”

“People become a chef because they care – producing the best results we possibly can, looking for new ways to innovate and be creative. It takes an insane amount of discipline and a healthy dose of insanity.”



Chik had developed a friendship with someone in Sacramento and took a chance to work in some large scale kitchens – moving up to the Red Lion Inn and then the Sutter Club.

Along the way Chik picked up tips on business skills, including shopping for food and pricing.

When the Stick and Rudder Restaurant closed at Executive Airport’s terminal, Chik took over the lease in 2000. Then watched as a new Executive Airport parking lot project torpedoed his revenue to only \$200 per day. He stayed with the business and in 2002 things turned around.

Is Chik happy now? “Yes,” he says, “I have great customers and friends and I have been able to raise three wonderful kids.”

Chik gave up his British citizenship years ago and has a national pride living in the US. “Hong Kong was unique under British rule, but it never had a true national pride.”

While some people may think that Chik has abbreviated hours since his restaurant is open for breakfast and lunch – but not dinner. Chik says, “That’s a total misconception. People outside the restaurant business underestimate the amount of time needed shopping for food. Looking for good quality food while keeping prices in check is not easy. I have only raised my prices 4 times over the course of my many years at Aviators.”

Chik’s advice for those wanting to become a chef today? “Pursue a culinary arts program or gain experience through apprenticeships, coupled with developing essential skills like knife skills, cooking techniques, and time management.”

FRESNO COUNTY SHERIFF'S AIR SQUADRON

SOON TO BE... HOTTER THAN HELL

**SIERRA SKY PARK - FRESNO, CA.
MAY 16 - 18, 2025**



**Spot Landing - Message Drop -
Search & Locate - Shooting Competition**



**FOR MORE INFORMATION CONTACT:
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Here is the photo Matt Armenta brought to the Mather Air show. This was in 2005, so imagine the crowd size today!